

MOTOR RACING

Oct.
17-24
1958

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CHEAP

(Published Bi-Weekly except last issue of calendar year)

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4

The figure 4 is a subtle reminder that this is Vol. 4, No. 1 of MOTORACING—the start of our 4th year of publication.

To our advertisers and subscribers—who have made it possible—our many thanks. We hope your support continues.

Our independent, hard-hitting policy will remain the same. We shall continue to publish the news and inside stories, disdainful of the clown element, whose whines and beefs we have learned to accept as welcome comedy relief.

Daigh Hot at Riverside



TRACKSIDE TEMPERATURES at Riverside Raceway were over 100 deg. last Sunday for the U.S. Grand Prix. Yes, it really was a hot Daigh as Chuck Daigh of Long Beach won the 200-mile sports car race in Lance Reventlow's Chevy-pow-

ered Scarab. He won handily after an early duel with Phil Hill, 4.1 Ferrari, who later was forced out. Here, Daigh leads Hill through Turn 6. All photos by W. R. C. Shedenhelm, George Woods and Gus V. Vignolle of MOTORACING.



GRIMY AND unable to hear for an hour after his victory, Chuck Daigh, 34, ace driver-mechanic for Reventlow, is one of the most popular pilots in U.S.



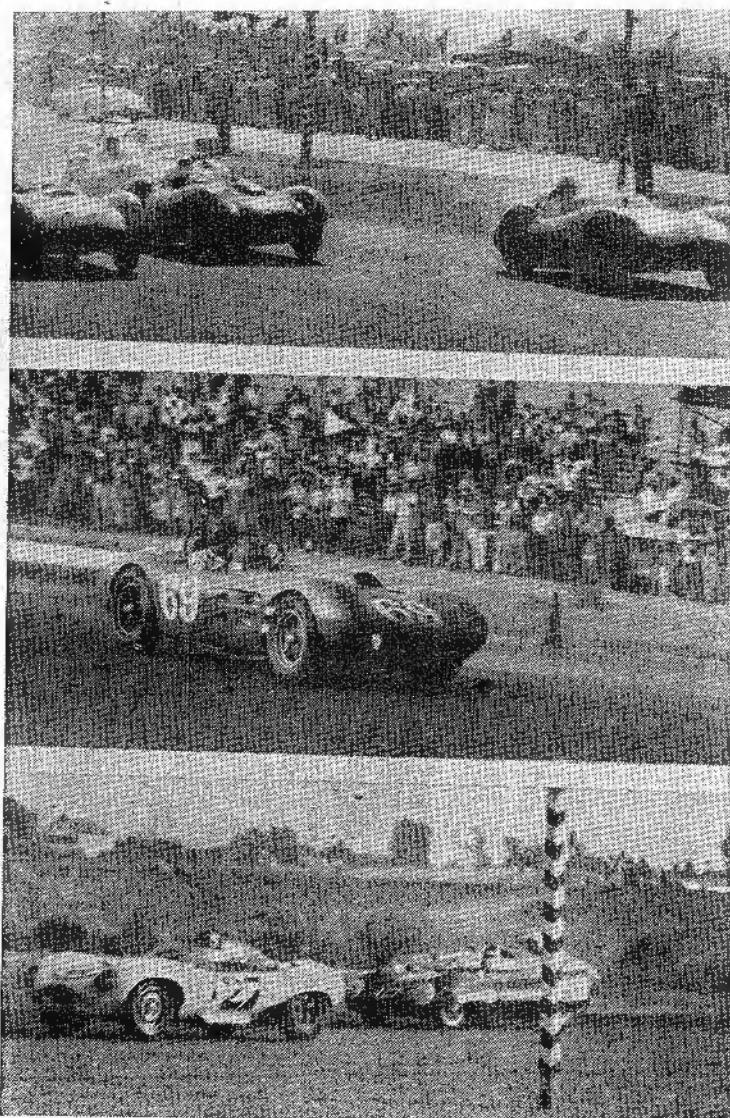
GET BACK! — That was the shout after everyone began converging around Chuck Daigh's U.S.-built car following

the cool-off lap at Riverside. He won 1st place prize of \$5000 in \$14,500 race.

See Page 1

**Daigh First
At Start--
And Finish!**

IT'S DAIGH'S DAY AT RIVERSIDE



TOP PHOTO shows Chuck Daigh (5), right, taking the lead at the start of 200-mile U.S. Grand Prix at Riverside Raceway last Sunday. Phil Hill (2) is in center, and Lance Reventlow (3), left. Center shot shows Dan Gurney, Riverside ace, who turned in excellent job to finish 2nd in 4.9 Ferrari, 25 seconds behind Daigh. Bottom: young Bill Krause, D-Jaguar, passes Skip Conklin's Lotus, 1st in Class G. Krause's effort also was tremendous. He was 3rd. Only he and Gurney finished in same lap with Daigh. Other photos: front & back covers.

IN THE NEWS

MEYER CONN. VICTOR THOMPSON, Conn., Oct. 5—In race featuring the real SCCA amateurs vying in the unrestricted category, Jack Meyer, Meyer-Cad SpI, won the 20-lapper with an average of 65.57 mph. Races were staged by New England Region at Thompson Raceway. Gil Geitner, Ferrari Testa Ros-

sa, and Stutz Plaisted, Cheetah-Cad, followed in an event for unrestricted and modified sports cars.

Other winners and averages: Jim Silberman, Alfa, 59.32; Don Urian, MGA, 58.0; Len Bastrup, Lotus, 62.73; Bill Chadbourne, 57.53; Henry Carter, AC Bristol, 62.31; Dick Jalbert, Corvette, 63.32.

MICHELL KILLED

LONDON, Oct. 5 — Peter Mitchell was killed on the Brands Hatch Circuit today. His Cooper Norton overshot a curve and somersaulted twice in a F III race. The British racer was thrown from the car.

MARLBORO PRO GO

MARLBORO, Md., Sept. 21—USAC Road Racing Division's 2nd pro sports car race, a 76-miler (40 laps around 1.9-mi course), was won by George Constantine, Southbridge, Mass., in a 3.9 Aston Martin. He also had won at Lime Rock 2 weeks before. He led all the way, averaging 88.8 mph. (Continued on Page 7, Col. 4)

Big Rally Off

Allen Guiberson, co-director of the \$12,500 American Intl. Rally, Nov. 4-7, announced at the Riverside races last weekend that the event has been cancelled.

He said work on the rally was started too late, giving organizers insufficient time. It was known that entries were below the expected level. Entry fees are being refunded.

"Both George Holland and I dropped several thousand dollars, but we plan to stage the rally next year," Guiberson said.

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70,000 See Early Duel With Hill

By GUS V. VIGNOLLE

RIVERSIDE, Calif., Oct. 12—Big-time sports car racing with an international flavor came to the Pacific Coast here today under the auspices of 2 L. A. newspapers, The Times and Mirror-News.

And it was a smasher, with more than 70,000 fans contributing to a titanic success in 100-deg. heat, dust and impossible conditions getting in and out of the 3.275-mi. raceway.

It was a smashing success for the U.S., too, which in the past has taken a back seat to Euro-

Charts—Page 6

pean drivers and machinery. It was the 1st USAC pro sports car race on the Coast.

An American, 34-year-old Chuck Daigh, of Long Beach, won the \$14,500, 200-mile U.S. Grand Prix in a U.S. car, one of Lance Reventlow's Chevy-powered Scarabs. He averaged 88.8 mph for the 62 laps after a fierce early duel with Phil Hill, the Ace Santa Monica who won at Sebring and LeMans this year, in a massive-engined 4.1 Ferrari.

The duel ended when Hill went (Continued on Page 2)

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Von Neumann First at Vaca

BY TOM WILSON

MOTORRACING Staff Correspondent

VACAVILLE, Calif., Oct. 5—The first annual Vaca Valley National SCCA races here this weekend were a big success, both financially (some 12,000 fans) and artistically.

San Francisco's Region closed out the 1958 racing season with a doubtful future due to the double threat of professionalism and the ban by the SCCA National organization.

The 40-lap main event on the Chart—Page 5

2.1-mile course was a thriller from start to finish. The winner was in doubt until the last lap when Johnny von Neumann's 4.1 Ferrari took the checkered flag 50 feet in front of Jack McAfee's Porsche RSH Spyder. Jack put up a great battle in the smaller (Continued on Page 6, Col. 3)

L.A. SCCA BACKS PRO RACING, SEBRING STYLE

By W. R. SHEDENHELM

With only one dissenting vote, the LA Region of the SCCA last week voted to request the National Contest Board to sanction future pro-amateur races, particularly next year's Riverside races, or a similarly qualified USAC-CSCC event, on the same basis that Sebring is sanctioned for SCCA amateur drivers. (Continued on Page 3)

Read Tom Wilson's column on Page 6 for official statement from National headquarters of SCCA regarding policy change by SF Region recently.

This action made the LA Region the 1st to take a definite stand against SCCA's rules which forbid an amateur driver to participate in a pro event, even though he is not driving for money. In the past the only exception has been at Sebring,

Mott Cartoon

With the freeloading cocktail party now an established American institution, especially among the sports car cult, please turn to Page 3 for a real laugh—Stan Mott's terrific cartoon on free-load blowouts.

A noted cartoonist, Mott, with Bob Cumberland, developed and fathered Cyclops II, "world's cheapest car" and a lampoon of the "Detroit elephants." His drawings will become a regular MOTORRACING feature. Watch for them.

Vignettes

- A Free Tip
- Action by Stapp
- The Sport Gains

By Gus V. Vignolle

WE ARE NOT going to charge young Lance Reventlow anything for some advice, since his dire financial straits probably wouldn't permit it.

But he had better grab hold of himself—and quick!

Since the kid came into the kopecks and built those 3 \$25,000 Scarabs it has been tough to deal with him. More and more, drivers, mechanics and just the usual hangers-on say it'd be quite a job to manufacture a fez big enough for him.

Let's go back a little bit. His driving, first.

In practically EVERY RACE since the fine Scarabs were completed, he has been either OFF THE ROAD or banged into the hay or other objects.

We have his complete driving record and all the reports from his eastern and No. Calif. races.

The trouble is that since he became "famous" nobody has the guts to tell him off. He is surrounded by yes-men and a coterie of sycophants whose genuflections and acts of obeisance are downright shameful.

Nothing to upset The Master.

In a No. Calif. race, he clearly should have been disqualified, (Continued on Page 3, Col. 1-2).



HERE IS part of the fantastic mob that swarmed around Chuck Daigh and his Chevy-Scrab at start-finish line after his smashing victory at Riverside Raceway. Photographers had a tough battle trying to take pictures. More than 70,000 fans saw the race in unbearable dust and blistering heat.

SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

THIS ISSUE marks the beginning of the 4th year of MOTORACING and the 2nd year of SLIGHTLY MODIFIED. Good Grief! How the time do fly. It seems like only yesterday that we met the chap with the gin-filled binoculars, talked about the OSCA rally from Bombay to Stuttgart, and froze our first vodka ice-cube.

Gee, it's been a year just jam-packed with people thinking up cunning ways of bringing intoxicants into forbidden pit areas. We have seen martini popsicles, wax spark plugs filled with gin, fake plaster casts, liquor-filled fire extinguishers and helmet liners. Then many aficionados got on a health kick and went in for skinned bourbon and Irish Postum.

It was in the spring, though, when we were driving the VW with the 44-liter Daimler engine, that we really understood that all this lolligagging around couldn't beat the sheer simplicity of slapping a prune juice label on a cold can of Hamm's and wandering through the pits serenely munching on a jellied bourbon sandwich.

GT Hudson

We don't like to brag too much about the superiority of our magnificent 1948 GT Hudson sedan, but Saturday, at Riverside, we roared through the timing traps at 156! Unfortunately this was not 156mph, but 1:56 a.m.

Bug House

Bob Ruzella has a Type 37A supercharged Bugatti GP car and a 2-seater Red Label Bentley parked alongside his shop in

Pacific Coast Race Standings

MODIFIED OVER 1500 cc	
1. Richie Ginther, Ferrari	83
2. John Von Neumann, Ferrari	82
3. Lance Reventlow, Scarab	40
4. Max Balchowsky, Buick	39
5. Bob Oker, Aston-Martin	29
6. Sam Weiss, Ferrari	28
7. Dan Gurney, Ferrari	27
8. Jack McAfee, Porsche	27
9. Chuck Daigh, Scarab	26
10. Fred Knoop, Huffaker-Chev.	18
11. Chuck Howard, Porsche	17
MODIFIED UNDER 1500 cc	
1. Jack McAfee, Porsche	121
2. Ken Miles, Porsche	44
3. Eldon Beagle, Porsche	41
4. Joe Playan, Porsche	38
5. Bob Oker, Maserati	27
6. Skip Conklin, Lotus	29
7. Bob Drake, Cooper	18
8. Bill Lehr, Porsche	17
9. Chuck Schroeder, Lotus	15
10. Frank Monroe, Lotus	14
11. John Stevenson, Porsche	14
PRODUCTION OVER 1500 cc	
1. Andy Porterfield, Corvette	71
2. Ron Bucknum, Porsche	47
3. Lew Spencer, Morgan	39
4. Bill Love, AC Bristol	37
5. Richie Ginther, Ferrari GT	36
6. Gordon Crowder, AC Bristol	29
7. Bob Dickson, Corvette	25
8. Tony Settember, Corvette	25
9. Cloyd Gray, Corvette	25
10. E. F. Robinson, Ferrari GT	23
11. Bob Winklemann, 300 SL	22
12. Jim Connor, Ferrari GT	20
PRODUCTION UNDER 1500 cc	
1. Don Dickey, Porsche	85
2. D. D. Michelmore, Porsche	64
3. Jimmy Moore, Porsche	62
4. Dick Bellows, Porsche	38
5. Egon Pardee, Porsche	33
6. Ray Pickering, MG-A	31
7. Frank Aldous, Alfa-Romeo	29
8. Mike Roetner, Alfa-Romeo	26
9. Jack Woodward, Porsche	23
10. Ed Barker, Porsche	21
WOMEN'S COMPETITION	
1. Josie McLoughlin, Ferrari	72
2. Linda Scott, AC Bristol	47
3. Betty Shutes, Porsche	42
4. Barbara Windhorst, Morgan	33
5. Marion Lowe, Alfa Romeo	30
6. Charlotte Duncan, Lotus	21
7. Prudence Baxter, A-Healey	14
8. Mary McGee, Ferrari GT	9
9. Ruth Doushka, Morgan	6

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Riverside

(Continued from Page 1)

out for the first time on the 24th lap with fuel pump trouble. He came back later, but the race had lost all its zip as Daigh continued to drive a beautiful, methodical race without being pressed too much by anyone.

Dan Gurney, phenomenal young Riverside driver was 2nd in Frank Arciero's 4.9 Ferrari, 25 seconds behind Daigh. Then came probably the biggest surprise of the race—Bill Krause, the Triple-R pilot who has had

Stirling Moss, who had hoped to drive in the Riverside race, was refused permission to do so by the promoter of the Morocco Grand Prix, Oct. 19, at Casablanca. Moss is now 2nd in driver points, and could win the 1958 World Championship at this race.

Behra, Ronnier, Gregory, Hill and Salvadori will also drive in the Casablanca race.

his woes with the Cal Club, in his D-Jaguar. He was 1m17s behind the winner. Only Gurney and Krause finished in the same lap with Daigh.

More than a lap behind, in 4th, was Jean Behra, the French champion, turning in a remarkable race behind the wheel of a 1532cc Porsche RSK. He also was the under-2000cc winner.

Richie Ginther, 3-liter Ferrari, was 5th, followed by Roy Salvadori, of England, Aston Martin, 4th ranking driver in the world's championship drivers' standings.

Class Winners
Class winners, in addition to Daigh, B; Gurney, C; Behra, F, and Ginther, D, were Ken Miles, Porsche RS, E (9th overall), and Skip Conklin, Lotus Mk XI, G (18th overall).

Daigh won top money of \$5000.
(Continued on Page 3)

Indy Pilots Fail; Europeans 4th, 5th

The 1st big-time pro-am race saw the local amateur drivers take it hands down over the Indy and dirt track boys. Not a single Indy driver finished the race, and Bill Cantrell, in an Offie Special, was the only dirt track driver to last the full race. In the Grand Prix over the weekend at Riverside, Cantrell was 16th overall, 4th in Class E and almost 7 laps behind Chuck Daigh, the winner.

The European sports car drivers fared a little better, with Jean Behra, the champion of France, working his Porsche RSK Spyder up from 13th to 4th position. Roy Salvadori took 6th with a 3-liter Aston-Martin DBR1, and Joakim Bonnier, co-driver with Master Gregory, placed 11th in a 4.9 Ferrari.

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Stars at Palm Springs

Plans are moving rapidly for the staging of the XV running of the Palm Springs sports car road races, Nov. 1-2, at the airport of the famous spa.

Event will be presented by LA Region of SCCA with the cooperation of the Women's Sports Car Club. It is on the FIA Intl calendar as a "Natl event with foreign participation authorized."

Eight races are slated for Saturday and the same number for Sunday. One of the highlights, according to George Cary, Jr., is the staging of a 20-lap exhibition invitational match race (No. 7) on Sunday.

Probable drivers, according to Cary, who will drive some terrific Scarabs, Ferraris and Maseratis, include the following: Chuck Daigh, winner of the Riverside classic last Sunday; Dan Gurney, Masten Gregory, Lance Reventlow, Carroll Shelby, John von Neumann, Phil Hill and Richie Ginther.

Additionally, an Italian Moretti sedan will be given away free of charge.

Race headquarters will be at the Pueblo, 1938 North Palm Canyon, Palm Springs.

Riverside Lap Mark

The previous lap record for the 3.25-mile Riverside circuit, set June 28 by Lance Reventlow in the Scarab Mk. I, was broken 6 times during the U. S. Grand Prix road races.

Reventlow's 2:10.7 (Scarab Mk. I) was bettered during Saturday's qualifying runs by Chuck Daigh (2:04.04), Scarab Mk. II; Phil Hill (2:06.00), Ferrari 4.1; Lance Reventlow (2:08.14) Scarab Mk. II, and by Bob Oker (2:09.69). Aston Martin DBR2, Daigh averaged 95 mph on his fastest lap. In Sunday's main event Hill turned 1 lap at 2:08.9, averaging 92.5 mph, and Daigh was clocked at 2:09.3.

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Vignettes

By Gus V. Vignolle

NO CHARGE FOR ADVICE TO LANCE REVENTLOW

(Continued from Page 1)

but even the officials gave in. This is being said for HIS OWN GOOD. In this racket your luck can run out very suddenly. And if he doesn't get smart to staying on the road and driving sanely, then the officials of races in which he participates had better get hep.

Puzzling Conduct

Additionally, Reventlow's conduct at the successful Riverside classic last Sunday was shameful—and that's putting it mildly. Here is what happened:

During the 1st lap, Lance was involved in a prang with John von Neumann. This wasn't the 1st time. They had another one up north a short time ago.

This time von Neumann was out of the race before one lap was completed. Eddie Coy, one of the chief technical inspectors, noticed from the pits that the Scarab's fuel tank had been split.

The car was observed to be leaking gas. Coy asked that Reventlow's be disqualified when he came into the pits. Lance pushed Coy out of the way and drove on the course anyway.

Coy then reported the incident to Luigi Lesovsky, the USAC steward, who ordered that Reventlow be black-flagged. This was done.

After pulling into the pits, Lance stormed across to where the USAC officials were let go with a verbal blast that could never have been repeated in a coal mine. Nobody could calm him.

Finally, he berated Babe Stapp, the former Indv pilot and a pit side. Babe turned him around and let go with a swing that grazed Reventlow's shoulder. Contrary to scuttlebutt, Lance did not punch Stapp. Others came in and separated the pair.

Hope This Helps

This observer happens to know that Lance is of better than average intelligence. He WAS a real nice kid. We, along with a lot of other people, sincerely hope that the re-awakening comes soon...before anything of serious consequence happens.

The day before, Lance blew up in the pits. People stood by, dumbfounded, as he kicked one of his Scarabs. He had busted this one up, too, and it was rendered hors d'combat.

You cannot have such fits of temper and drive a race car.

The above is offered constructively and, as we said at the outset, there is no charge. Period and paragraph.

★

NOTES—Although it was no picnic out at Riverside, the Times and Mirror-News advanced the sport 25 years through their fine promotion...Bill Dredge did a terrific job. By the way, he is due to become auto editor of the Times, succeeding Lynn Rogers, who is retiring. He'll be a good one...Chuck Daigh has driven the Scarab 5 times, winning 3—at Montgomery, Meadowdale and Riverside. The car failed at Minden-Gardnerville and Thompson...The fantastic Porsche RSK that Jean Behra drove to 4th is now the property of Stan Sugarman. Wonder where Jack McAfee will race it and in what events he will go against Miles?...

Know what happened to John Edgar's Maserati-GMC Special (6300cc) that Jim Rathmann was supposed to drive at Riverside? They got jammed up Sunday, failed to put enough water in it. Joakim Bonnier took it around for a practice spin in that impossible heat—and the

mill seized. Don Blank, who was helping hard-working Joe Landaker, nearly went nuts...

On hand at Riverside was Chris Economaki, one of the leading racing authorities in the U.S. He came here from New Jersey to cover the race for this paper, National Speed Sports News. He asked one of the race flacks (not Hugh Pinney, who did an excellent job) for a mimeographed list of entries. The comeback was: "I don't think we can spare one. We're kinda short." He only came from New Jersey to cover the event.

Such is life.

Riverside

(Continued from Page 2)

while Behra's cut for the under-2000cc was \$1500. There was terrific mortality—43 cars started, 24 finished, 19 didn't.

For the 1st 12 laps fans saw a race hard to beat anywhere. The lead between Hill and Daigh changed constantly, sometimes 2 or 3 times in one lap!

Daigh jumped into the lead at the start in the 5500cc \$25,000 car. He finished without brakes, and, known only to a few, ran out of gas on the last lap (his tank held 53 gallons).

Hill took Daigh on the mile-long back straight in the 1st lap, and gained by booming on the outside of the Scarab on the banked No. 9 turn. Later, Daigh ran Hill out of brakes going into the bank, but he dared not on the first tour with a full tank of fuel and new tires.

Mechanical Woes

Daigh led from the 12th through the 21st, then Hill was in front for the last time on the 22nd whirl. Shortly after, he went out, returned quickly, but more woes developed with a fuel line too close to the exhaust system. Far back, Hill went out for good on the 58th, 4 laps from the finish.

Reventlow was up in contention for the 1st 7 laps, holding down 3rd place, but then he was black-flagged for leaking gas after a 1st lap collision with Johnny von Neumann. The latter smashed his fender into a tire in the prang and was out forthwith.

Reventlow split his gas tank. An unfortunate incident developed when he was disqualified. He engaged in an altercation with one of the USAC officials, Babe Stapp, who was forced to swing

(Continued on Page 6)

STATEMENT REQUIRED BY THE ACT OF AUGUST 24, 1912, AS AMENDED BY THE ACTS OF MARCH 3, 1933, AND JULY 2, 1946 (Title 39, United States Code, Section 233) SHOWING THE OWNERSHIP, MANAGEMENT, AND CIRCULATION OF

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(Signed)

GUS V. VIGNOLLE, Editor
Sworn to and subscribed before me this 30th day of September, 1958.

(Signed)

PEARLA F. STAPLES
(My commission expires Oct. 29, 1960.)

Freeload Blowouts • •

By Stan Mott



Rally Calendar

OCTOBER

- 18-19—Long Beach MG Club Double Day Enduro-2 day nav. to Bakersfield Inn, Sat. 8 a.m. Freddy's Restaurant, Pioneer & Firestone, Norwalk. \$4 Cocktails, dinner & lodging extra. Sun. 9:30 a.m. ends Norwalk 5 p.m. Steak dinners \$3.51 for 2. UN 3-2051.
- 18—No. Am. Aviation SCC Galloping Ghost, 4 hr. nav. for stock class only. 5333 W. Imperial Hwy. 8:30 p.m. Guest trophies 1st thru 5th. Jim Weishuhn OR 4-2836.
- 18—Pomona Valley SCC Rallye ala Alley 7 p.m. Mobil Sln. 5th & Harrison Pl., Pomona NA 2-6456.
- 19—AHOC It's Later Than You Think. 5 hr. nav. 2 classes Nav. & Nov. Nav. 8 a.m. Sepulveda & Venice Blvd. VR 8-1667.
- 19—Northrop RSCC Shis-Ke-Bash 3 hr. nav. with a twist. 2 classes precision & non nav. 2 p.m. Northrop H. 1210th & Crenshaw, Hawthorne. 8:15 p.m. Ends Big Oaks Lodge, Bouquet Canyon. Dinner \$2.25 each. Doug Hill FR 2-8547.
- 19—SGV/FCCA Pizza Pie 3 hr. nav. 9 a.m. 127 No. Garfield, Monterey Park. 32 John Motto LA 4-9883.
- 19—Corvettes of SC LeMans Slalom, Los Alamitos race track. Seal belts required. Open to all sports cars. Trophies & plaques. 9 a.m. Carole Drove PL 3-5777.
- 19—UWOC Grand Prix Slalom, Eastland shopping center, Covina. 10 a.m. VW's only. VE 9-5389.

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Pro Racing

(Continued from Page 1)
they would accept no money for entering or placing.

Previous statements issued by the San Francisco and allegedly by the San Diego Regions of the SCCA, that they would permit their drivers to participate in CSCC, FIA and USAC races without losing amateur status, were issued without a vote of the regions' members and are not considered official by Westport.

Under present SCCA contest rules, no driver who enters either the pro or the amateur races at Riverside, whether an SCCA member or not, will be allowed to participate in any SCCA races for 1 year.

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Rally 'Round ★ With Duane and Jerrie Sparks

The October SCCSCC championship rally, Douglas' DESERT IV, was a real challenge to the powers of observation of the participating crews. True, it contained its share of precision navigational requirements, but those who fared best were those who concentrated on keen observation of speed change locations and route directions.

As a result, except for the winning combination of "old-pros" Howard Frank-Don Royer and a couple other perennial front runners, there were many new names among the top finishers. Runner-up Cal Hudspeth has been rallying only since January, and 5th placers Wayne Brown and Dee Travis had never before placed in a championship rally. Occupants of all 108 cars entered enjoyed a relaxing weekend in Palm Springs, where the 9-hour event terminated Saturday afternoon, Oct. 4.

The race for championship points tightened considerably as a result of the DESERT IV, since none of the top 4 drivers or top 3 navigators was able to improve their point total. As it stands now, with but one championship event still scheduled for this year, Palomar's RALLY TO THE STARS Nov. 9, Tom Higgins and Doug Daary have clinched 1st place honors for the year. Five drivers have a mathematical chance to capture 2nd in 1958 standings. Dick Pieper is in the most favorable position, but he could be caught by Frank Fleming, Bill Rector, Jerry Aarons or Howard Frank. Fleming would have to finish 6th or better next month, and 5 positions ahead of Pieper; Rector must finish 6th or better, 10 ahead of Pieper, and 5 ahead of Fleming; Aarons must finish 3rd or better, 14 ahead of Pieper, 10 ahead of Fleming and 5 better than Rector; while Frank could wind up in 2nd spot by finishing 6th or better, 18 ahead of Pieper, 14 ahead of Fleming, 9 better than Rector and 5 ahead of Aarons. By finishing 1st or 2nd, Pieper can clinch 2nd place spot regardless of the performance of his nearest competitors.

Just about the same situation exists among the navigators, with Charlie Schumann, Nick Marechal, Dick Anderson and Tom Royer the potential 2nd place winners. Charlie too can insure his present position with a 1st or 2nd on the RALLY TO THE STARS.

The next big event on the horizon is the National FCCA RIVERSIDE FIELD DAY. Now that you have all been to the track (EVERYONE was there last Sunday), here is your chance to make like Chuck Daigh in your own little buzz bomb. This all-day event on Oct. 26 will include a rally to the track, time trials, acceleration and braking tests, gymkhana and slalom. For a day of real fun with your car don't miss this one. See the calendar for further details.

Now that the AMERICAN INTERNATIONAL RALLY has gone the way of all pipe dreams, we erstwhile amateurs can get the dollar signs out of our eyes and settle down to our weekly outings for "fun." Oh well, those NO-DOZE pills will keep until the next 24 HOUR rally next spring.

English Ford Has Five New Dealers

The appointment of five new dealerships for the full line of 14 English Ford cars and light trucks has been announced by the Ford Motor Co.

The new dealers are Beverly Lincoln-Mercury, in Beverly Hills; Tupman Motors in Los Angeles; Pascal Dilday in San Pedro; Tri-City Motors in Monrovia, and Peto Motors in Oceanside.

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Various Rally Results

DOUGLAS SCC DESERT IV—OCTOBER 4—DUANE SPARKS RALLYMASTER
108 CARS

Pos.	Driver	Navigator	Club	Car	Error
1.	Howard Frank	Don Royer	SMFCCA	Corvette	.25
2.	Cal Hudspeth	Bob Cole	LBDSCC	MG A	.41
3.	Gordon Madison	Don Black	NRSCC	Peugeot	.51
4.	Jerry Aarons	Dick Anderson	SWSCC	Porsche	.65
5.	Wayne Brown	Dee Travis	NRSCC	Corvette	.80
6.	Hal Wood	Chris Wood	SWSCC	Porsche	.82
7.	Mel DeLoof	Juanita DeLoof	SWSCC	Jaguar	1.14
8.	Tom Higgins	Larry Harris	SMFCCA	Alfa	1.27
9.	Bruce Armstrong	Paul Miller	SDSCC	A-H	1.63
10.	Don Blunt	Bob Piety	LBDSCC	Stude	1.93
11.	Jim Browne	Frank Pierce	HSSCC	Alfa	2.45
12.	Elmer Callen	Peggy Callen	TROC	TR-3	2.90
13.	Virgil Herman	Ramona Christianson	NRSCC	A-H	3.03
14.	Joy Morgan	Normand Morgan	TROC	TR2	3.16
15.	Petty Enoch	C. K. Enoch	NRSCC	TR2	3.39
16.	Frank McDonald	Laura McDonald	Rallymasters	Jaguar	3.41
17.	Walt Glassett	Don Morrow	LSGCC	Porsche	3.61
18.	Bob Stoer	Gladys Stoer	LSGCC	VW Ghia	3.99
19.	Bill Chester	Elizabeth Chester	VSCC	Alfa	4.07
20.	Dave Conklin	Karl McCready	NRSCC	MG A	4.08
21.	Ray Martin	Jo Martin	SMFCCA	Jaguar	4.59
22.	Doug Linder	Jack Carlson	NRSCC	Porsche	5.03
23.	Barbie Meredith	Ed Smith, Jr.	Rallymasters	TR-2	5.87
24.	Ken Sharp	George Taylor	SDSCC	Porsche	6.03
25.	Bob Piercy	Bill Doyle	SMFCCA	Alfa	6.04

BEST TILL BRUNCH Paula Larsen

BEST MARRIED COUPLE Harold Knopp

BEST ALL MALE Hal Wood

BEST ALL GIRL Jim Browne

BEST MIXED COUPLE Diane McPherson

BEST NOVICE Virg Herman

BEST TYRO Ed Rawlinson

Team Awards 1. Northrop No. 1, Enoch-Enoch, Conklin-McCready, Herman-Christianson 10.50

2. Lockheed, Priddy-Priddy, Glassett-Morrow, Stoer-Stoer 16.27

3. Southwest No. 2, McPherson-Moyer, Fleming-McPherson, Wood-Wood 26.57

Maintenance Topics

By BILL RUDD

Noted Racing Mechanic and Part Owner of World Racing Enterprises, Whittier, Calif.

Having discussed the cleanliness of body and chassis in the last column, I thought this time we would delve into the realms of proper lubrication.

This is a specialty field all in its own, and the importance of it is often overlooked by many owners. With proper care, the chassis life of your automobile will be extended an amount that will be very rewarding to you.

The use of proper greases in their proper places, and at the intervals deemed necessary by the manufacturer of your particular car is the guide to adhere to very closely, except for the "special" times, such as during weather extremes.

Weather Variations

Our up-and-coming winter season, or, the opposite of this, summertime, with its heat, high road temperatures and a noted increase in miles driven, should be accompanied by a careful

analysis of what kind of driving you will be doing. Fast or slow? Long trips or short? In the cool mountains or hot desert? Each requires consideration of your car as to the type of lubricants to be used in your gearboxes, wheel bearings, etc.

Winter is the real culprit. Not only are the elements against

(Continued on Page 5)



XV RUNNING

PALMS SPRINGS SPORTS CAR ROAD RACES NOV. 1-2, 1958

Presented by L. A. Region, SCCA, with the cooperation Women's Sports Car Club

8 RACES SAT. - 8 RACES SUN., INCLUDING EXHIBITION 20-LAP MATCH INVITATIONAL RACE ON SUNDAY

Probable Drivers Include Chuck Daigh, Phil Hill, Carroll Shelby, Dan Gurney, Master Gregory, Lance Reventlow, John von Neumann, Richie Ginther,

A SENSATIONAL ITALIAN MORETTI SEDAN WILL BE GIVEN AWAY ABSOLUTELY FREE!

Admission Sat. 90c General Admission. Sun. \$2.50 Children under 12 FREE

Races on FIA Int'l Calendar as a "Natl Event with Foreign Participation Authorized"

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Council Rally Leaders

UNOFFICIAL SCCSCC RALLY CHAMPIONSHIP STANDINGS—1958 SEASON (BEST SEVEN COUNT)

Pos.	Name	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	Total	Best Seven
1.	Tom Higgins	25	23	21	(16)	24	21	25	20	(18)		213	162
2.	Dick Pieper	17	18	(15)	24	21	0	19	21	22	0	157	142
3.	Frank Fleming	22	0	24	25	*	16	15	19	17	0	138	138
4.	Bill Rector	20	25	10	19	0	12	22	0	25	0	133	133
5.	Jerry Aarons	*	20	22	17	23	0	0	8	16	22	129	129
6.	Howard Frank	21	2	0	14	25	24	0	0	14	25	125	125
7.	Duane Sparks	13	14	19	11	(10)	23	12	24	0	*	126	116
8.	Bob Piercy	*	19	*	21	*	11	25	0	0	0	104	104
9.	Frank McDonald	*	13	5	13	22	(1)	0	12	13	10	89	88
10.	Chet Anderson	0	16	12	20	12	3	0	17	*	0	80	80
11.	Bill Chester	*	8	0	25	0	3	0	18	0	19	80	80
12.	Ron Jones	15	*	18	0	0	6	22	18	0	*	77	77
13.	Barbie Meredith	0	24	0	*	20	9	17	0	*	3	73	73
14.	Walt Glassett	11	0	0	9	*	0	21	23	0	9	73	74
15.	Charlie Cooke	*	20	0	8	20	0	10	12	0	0	70	70
16.	Ed Fleming	*	*	0	0	0	0	21	10	18	0	67	67
17.	Flo Schumann	0	0	7	*	*	18	14	0	21	*	60	60
18.	Gordon Madison	19	0	0	0	17	0	0	9	0	23	59	59
19.	Doug Bailey	*	0	17	23	0	0	4	13	1	*	58	58
20.	Don Blunt	0	4	0	15	22	0	0	0	16	*	57	57
21.	Karl McCready	14	21	0	0	0	0	0	6	0	6	56	56
22.	Page Eskridge	23	0	13	4	0	0	0	0	10	0	50	50
23.	Hal Guess	0	0	9	0	13	0	0	5	23	0	49	49
24.	Dick Lovell	0	0	18	0	0	*	15	0	0	16	49	49
25.	Bill Brandes												

Vaca Valley Charts

VACA VALLEY RACEWAY—2.1 miles. Sanctioned by San Francisco Region, SCCA.

Race 1—Laps 30. Race Dist. 63. Time 50:31:6. Classes G and H production and modified.

Pos.	Driver	Make	No.	Class
1.	Stan Petersen	Lotus Mk. XI	37	1GM
2.	Jim Lowe	Lotus Mk. XI	39	2GM
3.	John Miller	Lotus Mk. XI	16	3GM
4.	Daniel Hernandez	Lotus Mk. XI	109	4GM
5.	Steve Froines	Alfa Romeo	148	1GP
6.	Bill Cook	Alfa Romeo	166	2GP
7.	Dr. John Young	Lotus Le Mans	35	3GP
8.	Ronald Hathaway	Alfa Romeo	8	4GP
9.	Bill Wood	Deutsch-Bonnet	79	1HM
10.	Lyle Powell	Panhard-Rdster	198	2HM
11.	John Nelson	Flat Abarth		3HM
12.	Bob Downing	MG TF	173	4CP
13.	Bill Stewart	Panhard Special	197	4HM
14.	Glen St. Louis	Panhard Special	123	5HM
15.	Marshall Swope	MG TD	56	5GP
16.	George Green	A-H Sprite	289	7GM

Did not finish: 21 Fraser Sibbard, Crosley Special; 145 Robin Cook, Crosley Special; 80 Roger Mace, Cooperati; 220 Harry Jones, D. J. Special; 156 Joe Graves, J. G. Pool.

Race 2—Laps 30. Race Dist. 63. Time 51:34:5. Classes E and F production.

Pos.	Driver	Make	No.	Class
1.	John Barneson	Porsche GT	44	1F
2.	Bob Herda	Porsche Super	116	2F
3.	D. Michelmore	Porsche GT	119	3F
4.	Chick Leson	AC Bristol	117	1E
5.	Ed Vincent	Porsche GT	170	4F
6.	Don Dickie	Porsche GT	20	5F
7.	Arthur Snyder	Porsche GT	217	6F
8.	Jack Woodard	Porsche Super	120	7F
9.	Emil Pardae	Porsche Super	136	8F
10.	Charles Adams	Porsche Super	57	9F
11.	Bob Kimball	Morgan Plus 4	183	2E
12.	John Luce	AC Bristol	17	3E
13.	Leon Robertson	Porsche	127	10F
14.	Dr. Peter Talbot	AC Bristol	156	11F
15.	Earl Grafton	Porsche	61	4E
16.	Al Whatley	Porsche GT	43	12F
17.	Forrest Tindall	Porsche	207	13F
18.	Gordon Crowder	AC Bristol	48	5E
19.	Al Freudenberg	TR3	174	6E
20.	Fred Block	Porsche Super	70	14F
21.	Steve Newland	Porsche Super	94	15F
22.	Rick Hilgers	MGA	148	16F

Did not finish: 144 Jack West, Morgan Plus 4; 98 Ed Leslie, MGA; 51 Pelham Burnett, MGA; 121 Scott Zarbaugh, TR3; 32 Bob Potter, MGA; 62 Lee Talbot, MGA; 52 Frazer Sibbard, MGA.

Race 3—Laps 10. Race Dist. 21. Time 18:39. Production MGs.

Pos.	Driver	Make	No.	Class
1.	Robert Potter	MGA	33	1F
2.	Lee Talbot	MGA	62	2F
3.	Ed Leslie	MGA	93	3F
4.	Leland Gray	MGA	49	4F
5.	Fraser Sibbard	MGA	52	5F
6.	Rick Higlers	MGA	248	6F
7.	Bob Downing	MG TF	173	1G
8.	John Miller	MG TF	137	2G
9.	Pelham Burnett	MGA	51	7F
10.	Marshall Swope	MG TD	56	3G

Race 4—Laps 30. Race Dist. 63. Time 39:07:08. Classes B, C and D production.

Pos.	Driver	Make	No.	Class
1.	Robert Potter	Corvette	5	1B
2.	Hugh Harn	Corvette	7	2B
3.	Sandy Greenblat	Corvette	95	3B
4.	Wm. Slater	Corvette	250	4B
5.	Ray Raidon	Mercedes 300SL	1	1D
6.	Dr. Cliff Wright	Jag XK 150	47	1C
7.	Charles Parsons	A-H Le Mans	10	2D
8.	Maj. Wm. Kincheloe	A-H 100-6	85	3D
9.	George Healey	A-H Le Mans	86	4D
10.	Dick Newhall	Jag C	105	2C
11.	Andy Nielsen	A-H 100M	133	5D
12.	Andy Nielsen	Jag XK 150	77	3C

Did not finish: 34 Cloyd Grey, Corvette; 168 Ray Altman, Corvette; 53 Bob O'Brien, A-H 100; 233 Andy Porterfield, Corvette; 130 Ron Berryman, A-H 100-6; 196 Bert Smeeden, A-H 100-6; 82 Roger Mace, Jag Coupe; 191 Bob Delvin, Corvette.

Race 5—Laps 40. Race Dist. 84. Time 1:00:55. Classes B, C, D, E and F modified.

Pos.	Driver	Make	No.	Class
1.	John von Neumann	Ferrari 4.1	11	1C
2.	Jack McAfee	Porsche Spyder	88	1E
3.	Charles Howard	Cooper Rdster	238	2B
4.	Sam Weiss	Ferrari TR	55	3E
5.	Josie McLoughlin	Ferrari 2.5	1D	
6.	Ray Seher	D Jaguar	100	2C
7.	Gordon Glycer	Ferrari TR	26	4E
8.	Eldon Beagle	Porsche RS	12	1F
9.	Red Carveli	Aston Martin DBRS	54	2D
10.	John Fox	Maserati	138	5F
11.	Stan Sugarman	Porsche	188	2F
12.	Dr. Robert Louis	Odontalgia	9	3C
13.	Wallace Thomas	A-H 100S	173	3D
14.	Bob Cole	TR 3	111	6E
15.	Paul Pigott	Lotus Le Mans	128	3F
16.	Denis Riley	MGA	158	4F
17.	Red Geesaman	Special Rdstr	167	7E
18.	Eugene Smith	MGA	258	5F

Did not finish: 140 Ed Crooks, Alfa Romeo; 216 Lance Reventlow, Scarab RAI; 215 John Stevenson, Porsche 550; 212 Erwin Lehr, Porsche; 101 Stan Peterson, Chev-Healey.

Maintenance Topics

(Continued from Page 4) You, but the lack of ambition to take proper care of your car can result in a very premature wear. The innocent puddle of water that you cannot avoid, washes out the lubricants, perhaps gets in the breathers of the gearboxes, etc., and wear starts quickly!

See Your Mechanic

The ideal, of course, would be to clean your car, and lube it

daily under these conditions, but being practical about it, proper care after each siege of stormy weather will usually suffice. Your best friend is your mechanic, who looks after these things for you, and a simple explanation of what has happened, or where you plan to go will be his guide as to what grade of lubricants to use.

(Editor's Note — What maintenance problems do you have? Please mail them to Bill Rudd, MOTORACING, P. O. Box 1127, Culver City, Calif. Bill will make every effort to answer all questions.)

NEW SHOP IN BURBANK

Bob Ruzella, formerly top mechanic with Holiday Motors, Bill Hirsty and Light Car Motors, has opened his own service and repair shop at 224 N. Victory, Burbank. On display at Concours Motors are 5 Bugattis, including a Type 35 and a 37A Grand Prix car.

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Von Neumann Wins

(Continued from Page 1)

1590cc car and led for 2 laps when the Reventlow Scarab went into the hay on turn 7 and stayed there, buried to the hilt. On the 28th lap von Neumann blew a slight lead when he hit the throttle instead of the brakes and spun out on the same tough turn 7.

The winner averaged 84mph.

A Terrific Duel

These developments were the climax to a fender-to-fender battle which Reventlow and von Neumann waged for 28 laps. They exchanged the lead several times, with the 4.1 Ferrari in front most of the time. The margin was never more than 100 yards and this was usually caused by traffic that got thick at times.

Von Neumann held the lead mostly due to his superior technique in the long sweeping 1st turn. He would go in deeper before putting on the binders and then cut in much closer to the inside shoulder.

McAfee was never far behind and of the 3 leaders he was the only one who never fouled up.

When von Neumann missed the brakes and spun, it looked as if he had blown the race but he pulled in behind McAfee and resumed the battle from the 3rd spot. On the 33rd lap, Reventlow locked his brakes on turn 7 and ploughed straight ahead into the hay. McAfee then took the lead, but von Neumann was soon on his tail and passed him on the long straight during the 35th lap. Jack stayed right with him until Starter Andy Anderson dropped the checkered flag.

Howard Takes 3rd

In the meantime a ding-dong battle was being waged for 3rd overall, by Charley Howard, in the former Sugarman Class E Cooper, and the Sam Weiss, 2.0 Ferrari Testa Rossa. Howard scored by less than a car length. Weiss was 4th overall and 3rd in Class E.

Josie McLoughlin took 5th overall and 1st in Class D with a 2.5 Ferrari Testa Rossa. She was followed in this class by Rod Carveth's Aston and the Wallace Thompson 100S Healey.

Trailing von Neumann in Class C were the Ray Seher D Jag and Dr. Robert Louis in the "Toothache Special," which faintly resembled the old Chuck Manning Special. The Class F race was won by the ever-reliable Eldon Beagle and his RS Spyder. The Stan Sugarman RS Spyder took 2nd and the Pat Pigott Le Mans Lotus took the 3rd place trophy.

The Class G modified race was the usual Lotus parade, with Stan Peterson repeating his Cobb Mt. win by leading Jim Lowe to the flag by 2 seconds. John Miller took the show over another Lotus, with Dan Hernandez in the pilot house. In Class G, Steve Froines and Bill Cook waged a great battle with a pair of Alfa Veloces, with Froines the winner by 25 feet. Another Alfa driven by Ron Hathaway took the show trophy. Bill Wood, Lyle Powell and John Nelson divided the Class H trophies in the order named. Powell's Panhard Spec. was rigged with an ingenious water injection system that effectively kept the air-cooled engine below the firing stage.

No Corvette Due

The long-publicized battle between the eastern Corvette champ, Jim Jeffords, and the western champ, Andy Porterfield's 1959 model laid down and played dead. If he had stuck to his old '58 model it might have been a good race, but it usually takes half the season to get these cars functioning and eradicate the bugs. Hugh Harn tried to make a race of it but soon fell back and settled for



San Francisco Newsletter

• Dear Gus

By Tom Wilson

WESTPORT READIES THE AX FOR SF REGION

DEAR GUS:

Well, the fat is in the fire. Following the loss of the November Laguna Seca races to the California Sports Car Club, the San Francisco Region of the SCCA took stock and their board of directors decided that the trend of road racing, on the West Coast, was towards a more liberal policy of co-operation with the pros. This did not mean that the amateurs would be running for filthy cash but it was a deal that is analogous with the policy of the golf associations.

The Wheels of the SF Region served notice on National SCCA and sat back to wait results. Promptly on the effective date, the officers received notice that, providing they went through with their plans, they were dead as far as SCCA was concerned.

Gus, in the words of Westport, let me quote:

"Please be advised that the San Francisco Region is hereby restricted from putting on any race or hillclimb which does not have the specific approval of the National Contest Board. Further, any such event which shall receive the approval of the National Contest Board will be run directly under its supervision."

"If the San Francisco Region does hold an event which is not approved by the Contest Board, any member who officiates or works in any capacity is subject to suspension and possible expulsion on the basis of behavior contrary to the policies of the club and therefore against the best interests of the SCCA. Competition license holders will, of course, be required to comply with all existing rules." Unquote.

Due to the fact that the competition season is over for this year and the new regional officers take over in November, this deal will probably not come to a head until next spring. The SF Region is incorporated under the laws of the State of California and their assets are not in any way connected with National SCCA. There is no doubt that it will take a vote of the entire membership to disaffiliate from National SCCA.

They'll Have to Vote

With approximately 200 licensed drivers and 400 other members, it is a question which way the vote would go. The drivers seem to be in favor of the new deal of co-habitation with the pros but the concours, rally and social members may have a different idea and they are in the majority. It is no doubt inevitable that a plebiscite will be held, probably next spring, after the new officers take over. At the present time Jim Lowe is the only candidate for regional executive and he is in favor of the new deal. The majority of the candidates are race drivers, so

no doubt they will go the way of the brothers of the Lodge.

Gus, as you observe, the letter from National practically puts the SF Region on probation and under their direct supervision. Since there are no more speed events scheduled for this year, it will not cause too much of a bind except that there is a big majority of the drivers who have entered at Riverside (USACSCC) and Laguna Seca (CSCC). Both events will feature the entries of professionals. So the ax will fall first on the individual drivers who enter these events. That will put Joe Blow, the demon MG driver, in the same category as Phil Hill, Carroll Shelby and Masten Gregory, a rare distinction.

An Involved Deal

Then poor old Joe will be out on a limb if his pals in the SF Region get chicken and later decide to knuckle down to Westport. It all gets very involved, Gus, and already the SF Region board is meeting like mad and consulting their "Legal Eagle" to protect their \$18,000 inventory of equipment and the few grand notes that they have been laying around under blotters and in filing cabinets.

Since the San Diego Region allegedly is in favor of co-habitation with the pros, and from the looks of the entry list at Riverside, the Northwest Region drivers are entered en masse, so the ax will fall on many heads.

The LA Region has remained neutral but their Palm Springs race may suffer if they do not accept those nasty semi-pros who made the fatal jump at Riverside. (Editor's Note — Geo. Cary still has planned an 'exhibition match race' involving top name drivers.) Gus, it all gets very involved and the hot stove league should have plenty of scuttlebutt to mull over during the long winter months. Don't close that deal; the picture may change with the next mail

With best regards,
tom wilson

RIVERSIDE RACE BREAKDOWNS

Riverside Race Chart

1ST RUNNING OF THE U.S. GRAND PRIX ROAD RACES
Riverside, California.
October 12, 1958.

Race 3—U.S. Grand Prix—Time 2:17:15—Laps 62—Avg. 88.8 miles 203.05

Fastest recorded laps: 2:08.9, Phil Hill, 2:09.3, Chuck Daigh.

Pos.	Car No.	Sec. Behind	Driver	Make of Car	Class Pos.
1	5	25	Daigh, Chuck	Scarf Mk II	1B
2	69	77	Gurney Dan	Ferrari 4.9	1C
3	27	77	Krause, Bill	D-Jaguar	2C
4	7	111	Behra, Jean	Porsche RSK	1F
5	211	53	Ginther, Richie	Ferrari	1D
6	159	135	Salvadori, Roy	Aston Martin	2D
7	70	2L12	Balchowsky, Max	Buick Sp.	2B
8	14	43	Follack, Bill	Lister-Chevy Corv.	3B
9	50	110	Miles, Ken	Porsche Spy RS	1E
10	49	41L14	Drake, Bob	Cooper Climax	2F
11	88	5L14	Gregory, Masten	Ferrari Monza	3C
12	26	52	Glyer, Gordon	Ferrari TR	2E
13	129	113	Ormsbee, Ralph	HWM-Chevy	4C
14	117	143	Hanford, Harry	OSCA	3F
15	135	6L16	Markelson, Alen	Ferrari TR	3E
16	9	125	Cantrell, Billy	Meyer-Drake Sp.	4B
17	121	7L28	Becker, Frank	Ferrari TR	5E
18	127	51	Conklin, Skip	Lotus LeMans MK XI	1G
19	124	8L99	Keck, George	Porsche RS	4F
20	118	146	Kunstle, J. P.	Porsche GTC	3D
21	289	10L50	deCrest, Bill	Aston Martin	4D
22	25	15L140	Woods, Pete	OSCA	6E
23	138	18L98	Love, Bill	Duncan Sp.	5D
	23	23L52	Tilmanus, John	Lotus	7E

(Compiled by Long Beach MG Scoring Team)

DID NOT FINISH

Ak Miller, Olds Special, off course at turn 2, lap 1; John von Neumann, Ferrari 4.1, fender smashed into tire in prang with Reventlow. Off course at turn 2, lap 1; Lance Reventlow, Scarab Mk. III, gas tank split in collision with von Neumann. Black-flagged for leaking gas: Pete Lovely, Lotus XI, and Jerry Unser, Cad-Kurtis, out after collision in turn 4 early in race; Troy Ruttman, Buick Special, engine over-heating; Bobby Unser, Chevy Special, blown piston; Marvin Porter, Ford-Kurtis, broken exhaust system after spin on turn 6; Johnnie Parsons, Porter Chevy Special, transmission trouble; Phil Hill, Ferrari 4.1, fuel pump and fuel line trouble, due to line too close to exhaust system, 58th lap; Other DNFS were Lew Florence, Lotus XI; Sam Weiss, Ferrari 2.0; Carroll Shelby, Maserati (2 cyls. quit); Floyd Burt, Buick Special; Tom Meehan, Porsche-Cooper; Pat Pigott, Lotus XI; Bill Cheesborough, Buick-Kurtis; Ray Crawford, Zidar Special; Fred Knoop, Huffaker Special.

Summary for Amateur Races at Riverside

RACE 1—Times-Mirror Trophy

Race: 52.40 mls., 16 laps, time 38:29, avg. 81.7 mph. Fastest recorded lap: No. 58, Skip Hudson, 2:19.8—1) Skip Hudson, Corvette; 2) Bob Dickson, Corvette; 3) Bob Hoffman, Corvette. Class wins: A) Hudson; C) George Duncan, Jag XK 126; D) Don Dickey, Porsche Carrera; E) Ronnie Bucknum, Porsche Speedster; F) Ed Barker, Porsche Super Speedster.

RACE 2—Times-Mirror Trophy Dash: 26.37 mls., 10 laps, time 32:75, avg. 73.85 mph. Fastest recorded lap: No. 43, Jack Ross, 2:35.4—1) Jack Ross, Cooper Climax; 2) Ed Freuler, Lotus Fiat; 3) William Molle, Panhard Spec. Class wins: G) Ross; H) Freuler.

Johnny Lail

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Qualifying Times for Riverside Grand Prix

Previous lap record 2:09.7 set by Reventlow (Scarab) June 28, 1958	2:09.7
1. Daigh, Scarab II (No. 5) ...	2:04.04
2. Hill, Ferr. 4.1 ...	2:06.00
3. Reventlow, Scarab II (No. 3) ...	2:08.14
4. Oker, Aston DBR2 ...	2:09.69
5. Gurney, Ferr. 4.9 ...	2:10.24
6. Von Neumann, Ferr. 4.1 ...	2:10.80
7. Behra, Buick Sp. ...	2:11.05
8. Salvadori, Aston DBRI ...	2:11.56
9. Ginther, Ferr. 3.0 ...	2:12.30
10. Unser, Kurtis-Cad. ...	2:12.44
11. Krause, D-Jag. ...	2:13.57
12. Ak Miller, Olds. Sp. ...	2:13.67
13. Behra, Porsche RSK ...	2:14.38
14. Pollack, Lister-Corv. ...	2:15.47
15. Gregory, Ferr. 4.9 ...	2:15.60
16. Shelly, Maser. ...	2:15.63
17. Proctor, Chev. Sp. s/c ...	2:17.68
18. Knoop, Huffaker Sp. ...	2:17.99
19. Miles, Porsche RS ...	2:18.64
20. Pigott, Lotus XI ...	2:18.77
21. Weiss, Ferr. 2.0 ...	2:19.84
22. Crawford, Zidar Spec. ...	2:21.77
23. Lovely, Lotus XI ...	2:22.99
24. Rathmann, Maser-GMC ...	2:23.38
25. Conklin, Lotus XI ...	2:24.02
26. Cantrell, Meyer-Drake Spec. ...	2:24.29
27. Drake, Cooper-Climax ...	2:24.35
28. Hanford, OSCA ...	2:24.58
29. Florence, Lotus XI ...	2:25.34
30. Markelson, Ferr. 2.0 ...	2:25.41
31. Ormsbee, HWM-Chev. ...	2:25.50
32. M. Porter, Kurtis-Ford ...	2:25.53
33. B. Unser, Chev. Sp. ...	2:25.53

Position of Leaders

End 1st Lap	10 Laps
1. Hill	1. Hill
2. Daigh	2. Daigh
3. Balchowsky	3. Gurney
4. Reventlow	4. Balchowsky
5. Gurney	5. Gregory
6. Shelly	6. Krause
7. Salvadori	7. Salvadori
8. Pollack	8. Behra
9. Ginther	9. Ginther
10. Gregory	10. Knoop
1. Daigh	1. Daigh
2. Hill	2. Gurney
3. Gurney	3. Krause
4. Behra	4. Behra
5. Balchowsky	5. Ginther
6. Salvadori	6. Salvadori
7. Balchowsky	7. Balchowsky
8. Pollack	8. Miles
9. Miles	9. Miles
10. Drake	10. Drake

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4. Krause	4. Balchowsky
5. Behra	5. Behra
6. Ginther	6. Ginther
7. Salvadori	7. Salvadori
8. Pollack	8. Pollack
9. Miles	9. Miles
10. Bonnier	10. Hill
10 Laps	60 Laps
1. Daigh	1. Daigh
2. Gurney	2. Gurney
3. Krause	3. Krause
4. Behra	4. Behra
5. Balchowsky	5. Ginther
6. Salvadori	6. Salvadori
7. Balchowsky	7. Balchowsky
8. Miles	8. Miles
9. Miles	9. Miles
10. Hill	10. Hill
60 Laps	62 Laps (Finish)
1. Daigh	1. Daigh
2. Gurney	2. Gurney
3. Krause	3. Krause
4. Behra	4. Behra
5. Ginther	5. Ginther
6. Salvadori	6. Salvadori
7. Balchowsky	7. Balchowsky
8. Pollack	8. Pollack
9. Miles	9. Miles
10. Drake	10. Drake

In the News

(Continued from Page 1)

aged 62.853mph. The race was held in a cold winter rain before 2000 spectators.

Bob Said, Nisonger-KLG Spl., was 2nd, and Art Bunker, Porsche RS, beat out Bill Rutan, 1.5 Porsche Spl., in a hectic battle for 3rd.

Then came: 5. Al Markelson, 2.0 Ferrari; 6. John Herrera, 5.2 Chevy Corvette; 7. Ray Saidel, Jomar 1100; 8. Paul Kaperonis, Buick-Kurtis Spl.; 9. Roger Ward, 1.3 Porsche-VW; 10. John Reimer, 4.9 Healey-Corvette; 11. Jim Rathmann, 2.0 Bristol-Lister; 12. Jack Ensley, 4.6 Jag-Corvette.

The \$2500 purse was split with \$1200 to Constantine, \$500 to Saidel, \$300 to Markelson, \$200 to Bunker and \$100 to Rutan and to Herrera.

Natl. USAC sports car standings (2 pts. per mi. for 1st): 1. Constantine 450; 2. Markelson 285; 3. Bruce

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every issue to date, go for \$12.50, postpaid. This is issue Vol. 4, No. 1—start of the 4th

Veteran automobile executive Erik J. Hansen has been named general manager of Toyota Motor Sales and Distributors in Hollywood. Hansen was formerly with Volvo and Ford.

Kessler 240; 3. Rutan 240; 4. Vic Meinhardt 180; 5. Saidel 135; 6. Bob Kuhn 130; 6. Saidel 120; 6. Bunker 120; 7. Herb Swan 75; 7. Ward 75; 8. Lloyd Ruby 60; 8. Herrera 60; 9. Kaperonis 37.5; 9. Ensley 37.5; 10. Neimer 22.5; 11. Rathmann 15.

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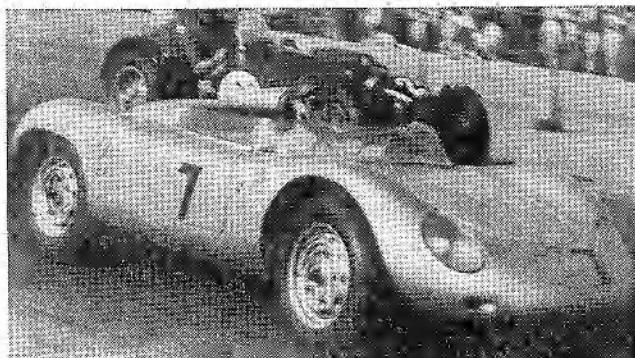
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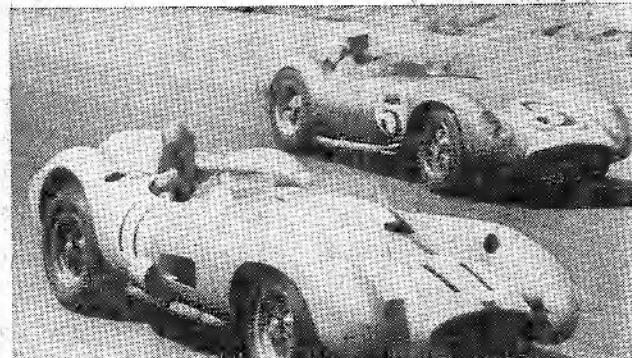
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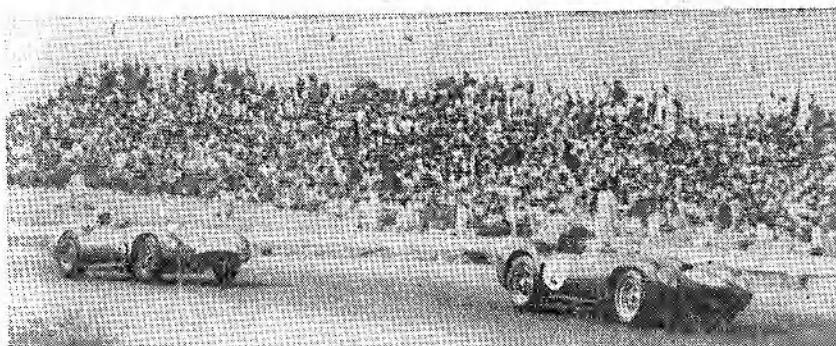
Riverside Race Highlights



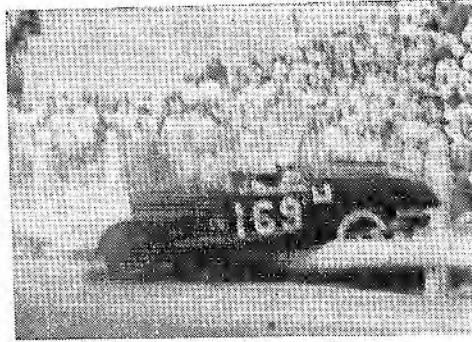
JEAN BEHRA, French champion who was 4th overall and under-2000cc victor (\$1500) in Porsche RSK, laps Ralph Ormsbee, in HWM-Chevy through Turn 6 in classic U.S. Grand Prix last Sunday at Riverside Raceway. All MOTORRACING photos by W. R. C. Shedenhelm, George Woods and Gus V. Vignolle.



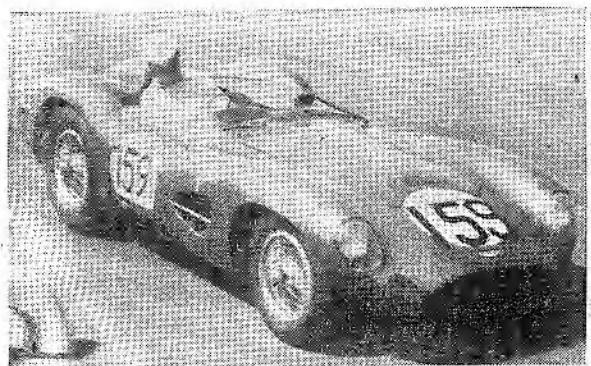
BEFORE FIRST lap was over, Johnny von Neumann, 4.1 Ferrari, holds lead over Chuck Daigh, the eventual winner in the \$14,500 race witnessed by 70,000 fans. Shortly after, in the same lap, von Neumann was involved in a prang with Lance Reventlow. Damage forced car off the course—and race.



HILL LEADS DAIGH IN EARLY GOING



CAIRNS' CORVETTE VS. THE RAIL



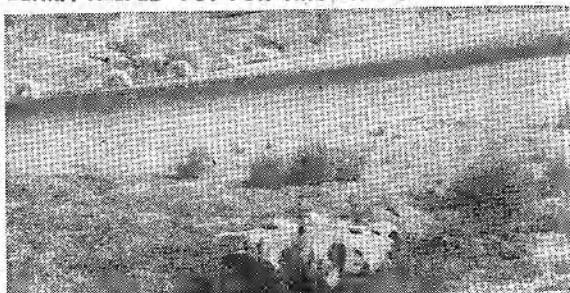
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